INSTRUCTIONS

-J02462 REV. 08-16-02

Kit Number 27941-00

SE-43 HIGH-PERFORMANCE INDUCTION MODULE FOR 1340 EVO

General

This kit is designed for installation on 1995 to 1998 Harley-Davidson 1340 Evolution Model Motorcycle equipped with EFI.

NOTE

1995 and 1996 Models will require separate purchase of new ECM (Part Number 32476-97B) available at your Harley-Davidson Dealer.

See the Service Parts illustration for kit contents.

NOTE

A Service Manual for your motorcycle is available at your Harley-Davidson dealer.

NOTE

Induction Module Rebuild Kit (Part Number 27500-01) is available from your Harley-Davidson Dealer.

⚠CAUTION

This engine-related performance part is intended for high-performance or racing applications and is not legal for sale or use on pollution-controlled motor vehicles. This kit may reduce or void the limited vehicle warranty. Engine-related performance parts are intended for the experienced rider only.

CAUTION

Installation of this kit requires the Electronic Control Module (ECM) to be recalibrated. Failure to do so may result in engine damage. See your Harley-Davidson dealer for ECM recalibration prior to installing the kit and starting the vehicle.

⚠WARNING

A SERVICE MANUAL IS NEEDED TO INSTALL THIS KIT. The rider's safety depends upon the correct installation of this kit. If the procedure is not within your capabilities or you do not have the correct tools, have your Harley-Davidson dealer perform the installation. Improper installation of this kit could result in death or serious injury.

⚠WARNING

Gasoline is extremely flammable and highly explosive under certain conditions. Do not smoke or allow open flame or sparks anywhere in the area when draining or servicing the fuel system. Drain gasoline into approved gasoline container only. Inadequate safety precautions could result in death or serious injury.

Installation

Removing the Stock Air Cleaner

⚠WARNING

To protect against shock and accidental start-up of vehicle, disconnect the battery cables, negative cable first, before proceeding. Inadequate safety precautions could result in death or serious injury.

⚠WARNING

Always disconnect the negative battery cable first. If the positive battery cable should contact ground with the negative cable installed, the resulting sparks may cause a battery explosion which could result in death or serious injury.

1. Refer to the Service Manual and follow the instructions given to remove the seat and disconnect the battery cables, negative cable first.
2. See the Air Cleaner Service Parts Illustration at the back of these instructions. Remove the stock air cleaner following the instructions in the Service Manual. Retain the stock air cleaner cover and buttonhead screw.

Preparation

1. Remove the stock induction module. Refer to the Service Manual for the appropriate year and model.
2. See the Induction Module Assembly Service Parts illustration at the back of these instructions. Obtain the new Induction Module (1) from the kit. Prior to installing the new module, follow the removal/ installation instructions in the Service Manual and transfer the Idle Speed Control (ISC) Actuator from the stock module to the new module.
3. Perform the following:
   a. Using check valve Remover/Installer Tool (Part Number HD-41538) and following instructions in Service Manual, remove the fuel-line fittings and remove the fuel supply/return checkballs from the fuel-tank manifold.
   b. Install the Conversion Fittings (supplied in kit) into the fuel-tank manifold. Torque fittings to 220-225 **in-lbs** (24.8-25.4 Nm).
4. Follow instructions in Service Manual and install the new Induction Module (1).

NOTE

When performing the next Step, do NOT twist the male-end of the fuel supply line.

Figure 1. Fuel Line Routing

5a. Install the fuel supply (2). Fuel supply line is connected to front fuel tank fitting and Induction Module upper fuel tube.

5b. Install fuel return (3) lines as shown in Figure 1. Fuel return line is connected to rear fuel tank fitting and Induction Module lower fuel tube.

6. Use a wire tie to fasten the horn and ET sensor wire leads to the horn bracket.

7. Perform the FUEL PRESSURE TEST procedures.

Fuel Pressure Test

The fuel pressure gauge (0-100 PSI) allows for injector and fuel system pressure diagnosis. A special adapter allows the gauge to be attached to the external fuel supply line.

Specialty Tools Needed	Part Number
Fuel Pressure Gauge	HD-41182
Fuel Pressure Gauge Adapters	HD-44061

⚠WARNING

The gasoline in the fuel supply line downstream of the fuel pump is under high pressure (43.5 psi, 303 kPa). To avoid an uncontrolled discharge or spray of gasoline, always purge the system of high pressure gas before removing the fuel supply line from the fuel tank. Gasoline is extremely flammable and highly explosive. Inadequate safety precautions could result in death or serious injury.

1. Purge the fuel supply line of high pressure gas.
   a. See Figure 2. Disconnect the fuel pump connector from main wiring harness.
   b. Start the engine and allow the vehicle to run.
   c. When the engine stalls, operate the starter for three seconds to remove any remaining fuel from the fuel lines.

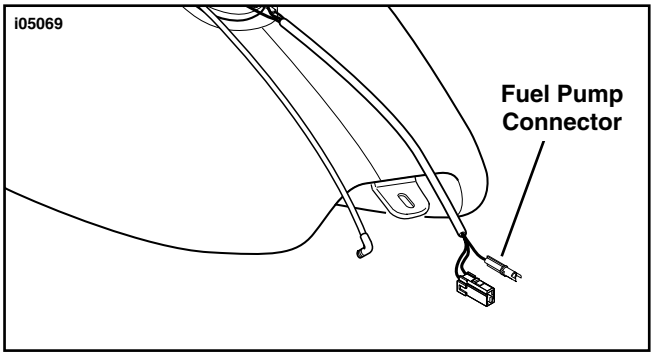


Figure 2. Fuel Pump Connector

⚠WARNING

A small amount of gasoline may drain from the quick-connect fitting when the fuel supply line is removed. Thoroughly wipe up any spilled fuel immediately. Dispose of rags in a suitable manner. Gasoline is extremely flammable and highly explosive. Inadequate safety precautions could result in death or serious injury.

2. Pull up on the chrome sleeve of the supply quick-connect fitting (forward fitting on left side of the fuel tank) and pull down on the fuel supply line to disconnect.

CAUTION

The next step requires two fuel pressure gauge adapters. Failure to use two adapters will cause the fuel line to twist. This may result in a broken fuel line or fuel line fitting.

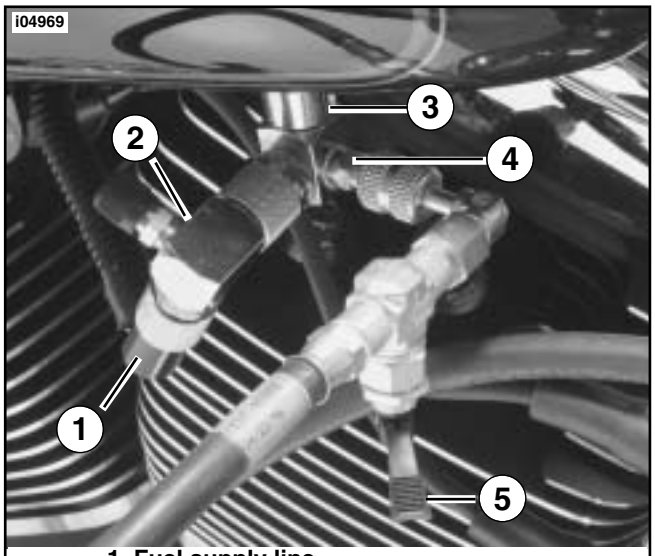
Figure 3. Fuel Pressure Gauge Adapters in Series

3. Attach the fuel line to the fuel pressure gauge assembly.
   a. See Figure 3. Install a second adapter in series with the first.
   b. See Figure 4. Pull up on the chrome sleeve of the quick-connect fitting and insert the neck of the FUEL PRESSURE GAUGE ADAPTER into the fuel supply line.
   c. While pushing up on the bottom of the adapter, pull down on the chrome sleeve until it “clicks” into the locked position. Tug on the adapter to be sure that it will not come free.
   d. See Figure 5. In the same manner, install the neck of the second fuel supply line fitting into the quick-connect fitting on the fuel tank. Tug on the fuel supply line to be sure that it will not come free.

⚠WARNING

To avoid an uncontrolled discharge or spray of gasoline, always be sure the quick-connect fittings are properly mated. A slight tug on the fuel pressure gauge adapter and fuel supply line will verify this condition. Gasoline is extremely flammable and highly explosive. Inadequate safety precautions could result in death or serious injury.

4. Verify that the fuel valve and air bleed petcocks on the FUEL PRESSURE GAUGE are closed.



1. Fuel supply line
2. Adapter to fuel line
3. Adapter to fuel tank
4. Pressure adapter/ Schroeder valve union
5. Fuel valve (closed position)

Figure 4. Fuel Pressure Gauge Adapters Fitted

5. See Figure 3. Remove the protective cap from the free end of the fuel pressure gauge adapter. Connect the fuel pressure gauge to the Schroeder valve.

6. See Figure 2. Install the fuel pump fuse.

⚠WARNING

Always connect the positive battery cable first. If the positive cable should contact ground with the negative cable installed, the resulting sparks may cause a battery explosion which could result in death or serious injury.

7. Connect the battery cables, positive cable first.

8. Start and idle the engine to pressurize the fuel system. Open the fuel valve to allow the flow of fuel down the hose of the pressure gauge.

9. Position the clear air bleed tube in a suitable container. Open and close the air bleed petcock to purge the gauge and hose of air. Repeat this step several times until only fuel (without air bubbles) flows from the air bleed tube. Close the petcock.

10. Open and close the throttle to change the engine speed. Note the reading of the pressure gauge. Fuel pressure should remain steady at 40-47 psi (280-325 kPa).

NOTE

If fuel pressure gauge reading is not within specifications, see Electrical Diagnostic Manual (Part Number 99495-01) for further diagnosis.

11. Turn the engine off. Position the air bleed tube in a suitable container. Open the air bleed petcock to relieve the fuel system pressure and purge the pressure gauge of gasoline.

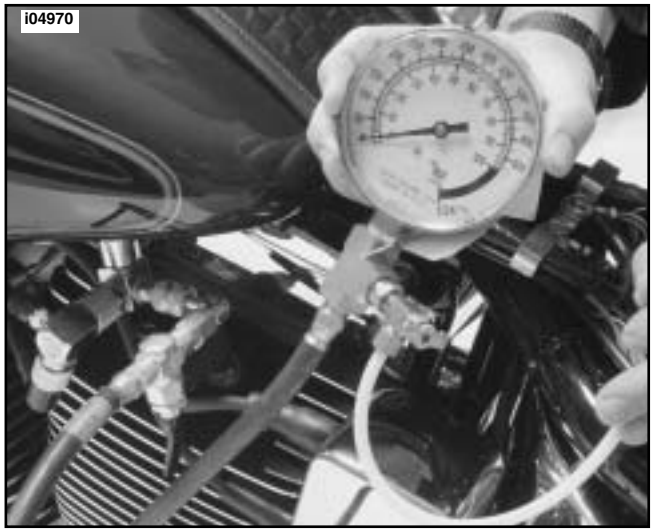


Figure 5. Fuel Pressure Gauge Installed

⚠WARNING

A small amount of gasoline may drain from the adapter when the gauge is the removed. Thoroughly wipe up any spilled fuel immediately. Thoroughly wipe up any spilled fuel immediately. Dispose of rags in a suitable manner. Gasoline is extremely flammable and highly explosive. Inadequate safety precautions could result in death or serious injury.

12. Remove the fuel pressure gauge from the adapter. Install the protective cap over the Schroeder valve.

13. Pull up on the sleeve of the quick-disconnect fitting and remove the fuel supply line from the fuel pressure gauge adapter. Release the adapter from the fuel tank in the same manner.

⚠WARNING

To avoid an uncontrolled discharge or spray of gasoline, always be sure the quick-connect fittings are properly mated. A slight tug on the fuel pressure gauge adapter and fuel supply line will verify this condition. Gasoline is extremely flammable and highly explosive. Inadequate safety precautions could result in death or serious injury.

14. Pull up on the chrome sleeve of the quick-connect fitting (the forward fitting on the left side of the tank) and insert the neck of the fuel supply line fitting. While pushing up on the bottom of the fuel supply fitting, pull down on the chrome sleeve until it “clicks” into the locked position. Tug on the fuel supply line to be sure that it will not come free.

Calibrating the ECM

Have your Harley-Davidson Dealership recalibrate the Electronic Control Module (ECM) prior to installing the High Perfomance Air Cleaner.

Installing the High Performance Air Cleaner

⚠WARNING

The element in this kit is specifically designed for use with the OE (original equipment) cover. Using this kit with an air cleaner cover other than the OE cover could lead to failure of the element faceplate. The kit may be used in conjunction with other H-D accessory covers provided the appropriate adapter recommended in those kits are used. If the element faceplate fails the cover could detach possibly distracting the rider which could result in death or serious injury.

NOTE

Item numbers in the following steps refer to the Air Cleaner Service Parts illustration at the back of these instructions except as noted. Backplate appearance and some components may vary slightly from the illustration; however, the assembly procedure remains the same.

1. Obtain a rubber breather tube (8) and banjo fitting (3) from the kit. Install one end of the tube to the nipple on the fitting. Push until the tube is tight up against the fitting body. Repeat for the other tube and fitting.
2. See Figure 6. Obtain the air cleaner backplate (1) from the kit and one of the breather tubes from Step 1. Lubricate the tube with soapy water and carefully insert it into the rear of the backplate. Continue to push until the first bend is clearly through the hole in the backplate. Repeat this step for the remaining breather tube.

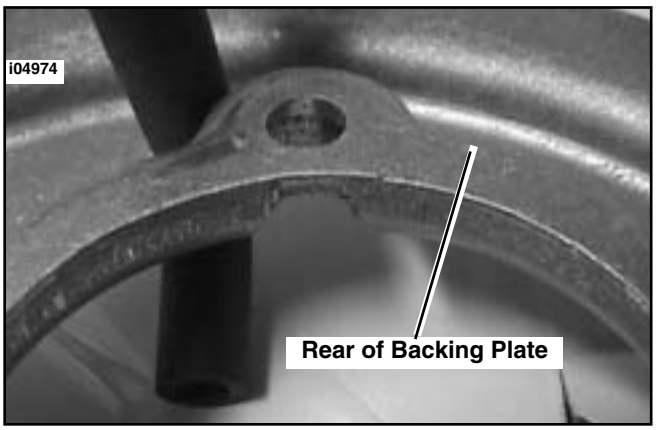


Figure 6. Install Hoses to Rear of Backplate

3. See Figure 7. Position the tubes so that the ends are pointing inward horizontally and the banjo fittings are positioned as shown.
4. Obtain the Loctite® 243 (blue) (item 14), a banjo bolt (11) and a large I.D. washer (12) from the kit. Install the washer onto the banjo bolt, then apply a liberal amount of Loctite to the banjo bolt threads. Repeat with the other banjo bolt and a second large I.D. washer.
5. Obtain the backplate assembly from Step 3, and the mounting bracket (7), two small I.D.washers (13) and two large I.D. washers (12) from the kit.

   See Figure 8. Install each banjo bolt (with washer) through the mounting bracket, a large I.D. washer, a banjo fitting, and through a small I.D. washer, then thread the banjo bolts into the tapped holes in the cylinder head as shown. Do not tighten completely at this time.

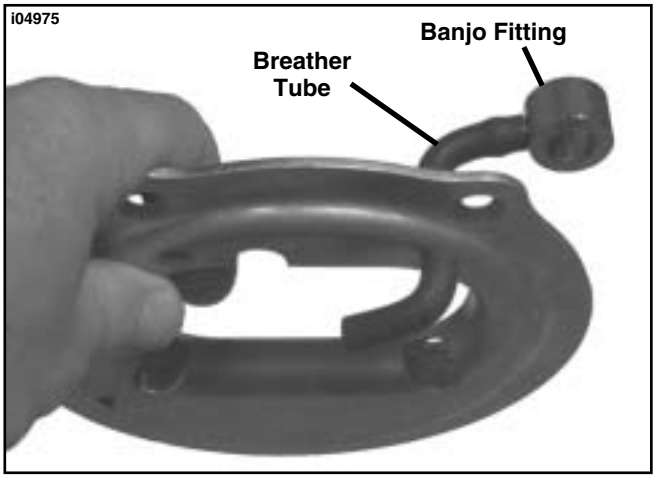


Figure 7. Position Hoses for Installation

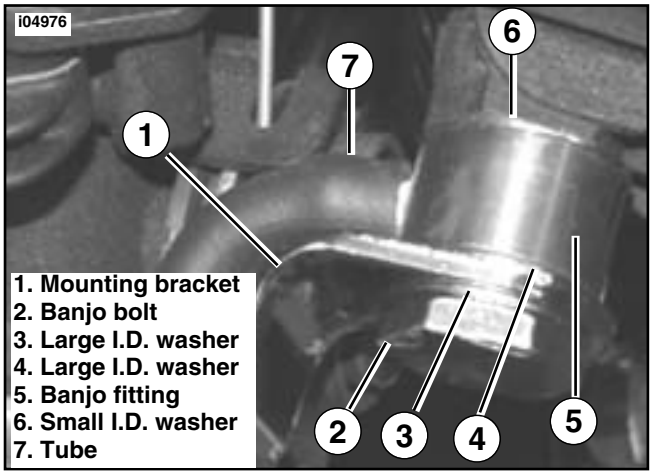


Figure 8. Secure Mounting Bracket to Cylinder Head (Right Side Shown)

6. See Figure 9. Obtain four 1/4-20 studs (4) and the backplate gasket (2) from the kit. Remove the protective backing from the gasket to expose the adhesive. Align the gasket around the opening in the the backplate, and smooth the gasket into place.

   Install the studs through the backplate and gasket, then thread into the induction module. Do not tighten completely at this time.

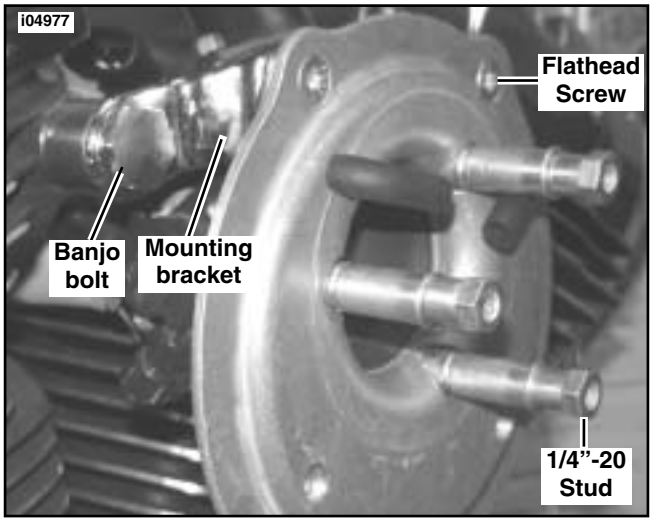


Figure 9. Secure Backplate to Mounting Bracket (Similar Version Shown)

7. Obtain the two 1/4-20 flat head screws (10) from the kit. Using a T-30 TORX drive head, secure the backplate to the mounting bracket. Tighten the screws to 55-60 **in-lbs** (6.2-6.8 Nm).

8. Tighten the studs installed in Step 6 to 55-60 **in-lbs** (6.2-6.8 Nm).

9. Reposition the breather tubes and banjo fittings installed in Step 5 as needed to provide a minimum clearance of .066" (1.5 mm) for the throttle cables and Idle Speed Control (ISC) lever. The barbed portion of the banjo fittings should be near horizontal, and the hoses in front of the backplate should be facing inward as shown in Figure 7. Tighten the banjo bolts to 10-12 ft-lbs (14-16 Nm).

10. Cycle the ignition switch ON/OFF and operate the throttle control from the "idle" to "wide open" position several times to verify that the breather tube clearances are adequate. A minimum clearance of .060" (1.5 mm) for the throttle cables and ISC lever is recommended.

Idle Setting Procedures

NOTE

Depending on which Method (A or B for either Cold or Warm Idle Speed Adjustment) is chosen for setting Idle Adjustments, you will need a Scanalyzer Diagnostic Tool and Cartridge or Break-Out-Box (BOB) and Digital Voltmeter (DVM).

Refer to Figure 10 for the Cold and Warm Idle Adjustment Screw locations. Both Idle Adjustment screws require a TORX T10 driver.

Before adjusting the cold and warm idle settings, ensure that all fuel lines are securely connected.

Setting the Cold Idle Screw

NOTE

Improper adjustment of the Cold Idle Screw may result in difficult starting and incorrect idle speeds during warm-up.

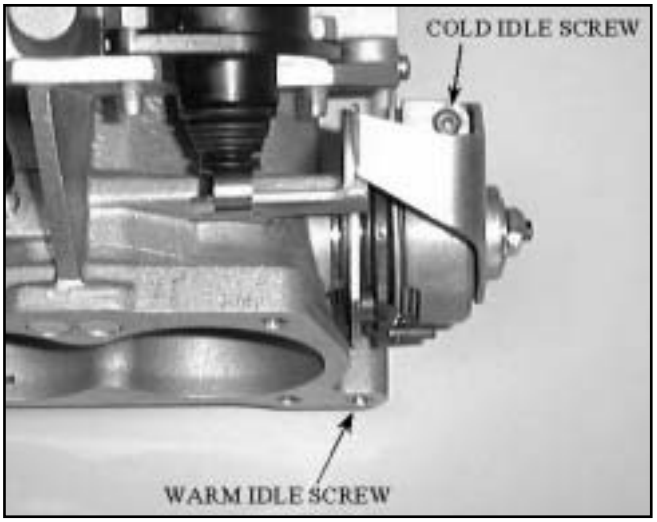


Figure 10. Idle Adjustment Screw Locations

Method A: Setting the Cold Idle Screw to Throttle Position Sensor (TPS) Voltage.

The TPS voltage can be accessed.

a. Using the Scanalyzer, or

b. Using a Digital Voltmeter (DVM) and Break-Out-Box (BOB). The DVM must be connected to Pins 30 (+) and 16 (-) on the breakout box.

1. If connected, disconnect the negative battery cable at the terminal or remove the 5A ECM fuse for 10 seconds. This clears the ECM memory causing it to execute a reset procedure on the ISC stepper motor the next time ignition is turned to ON.

2. After a minimum of 10 seconds, reconnect the negative battery cable, or replace the 5A ECM fuse.

3. Turn the ignition switch to ON, toggle the engine off/run switch to RUN and wait 10 seconds. The ECM will fully retract the ISC stepper motor in order to find absolute zero and then move the stepper motor out to the cold start "ready" position.

NOTE

The above behavior is carried out only during the first system power-up (ON/RUN) after an interruption to the ECM keep-alive power has occurred as in Step 1 above

4. Turn the ignition switch OFF. The ECM will fully retract the ISC stepper motor and then move it out 100 steps prior to power down. This behavior is carried out each time the ignition is turned OFF.

5. Disconnect the plug to the ISC stepper motor after the ignition has been OFF for more than 10 seconds. This will effectively "freeze" the ISC stepper motor at the "100 step" position.

NOTE

To ensure proper seating of the idle screw, do not allow the throttle to "snap" shut.

6. Turn the ignition switch to ON, then toggle the engine off/run switch to RUN. Open and close the throttle several times.

7. Using the Scanalyzer or a Digital Voltmeter to read the TPS voltage, adjust the Cold Idle Screw to obtain 0.66v.

8. Turn the ignition switch OFF, wait more than 10 seconds, then re-connect the ISC stepper motor.

Cold Idle Screw Quick Field Check Procedure

NOTE

The Cold Idle Screw may be easily checked using the Scanalyzer. Air cleaner and backplate removal is not necessary.

1. Plug the Scanalyzer into the diagnostic connector and turn the ignition switch ON, but do not start the engine. Set the Scanalyzer up to display TPS voltage.

2. Turn the ignition switch OFF. After the ignition has been turned OFF, the ECM and Scanalyzer will remain powered up for approximately 10 seconds. Just prior to shutdown, the TPS voltage can be read. It should read 0.66 +/- 0.02 volts.

Method B. Setting the Cold Idle Screw to a reference engine speed (RPM) using a tachometer.

NOTE

To obtain an accurate result using this method, the engine, primary case and transmission need to be at normal operating temperature prior to setting.

1. Pre-set the Cold Idle Screw by rotating counterclockwise until the contact end of the screw is flush with the lever, then rotate clockwise one-and-one-half turns.

2. If connected, disconnect the negative battery cable at the terminal or remove the 5A ECM fuse for 10 seconds. This clears the ECM memory causing it to execute a reset procedure on the ISC stepper motor the next time ignition is turned to ON.

3. After a minimum of 10 seconds, reconnect the negative battery cable, or replace the 5A ECM fuse.

4. Turn the ignition switch to ON, toggle the engine off/run switch to RUN and wait 10 seconds. The ECM will fully retract the ISC stepper motor in order to find absolute zero and then move the stepper motor out to the cold start "ready" position.

NOTE

The above behavior is carried out only during the first system power-up (ON/RUN) after an interruption to the ECM keep-alive power has occurred as in Step 2 above

5. Start the engine and idle until warm (primary case should be fully warm).

6. Turn the ignition switch OFF. The ECM will fully retract the ISC stepper motor and then move it out 100 steps prior to power down. This behavior is carried out each time the ignition is turned OFF.

7. Disconnect the plug to the ISC stepper motor after the ignition has been OFF for more than 10 seconds. This will effectively "freeze" the ISC stepper motor at the "100 step" position.

8. Start the engine. Allow the RPM to stabilize for 15-20 seconds.

9. Adjust the Cold Idle Screw to achieve the specified RPM 1400 +/- 50 RPM).

10. Turn the ignition switch to OFF, wait 10 seconds and reconnect the ISC stepper motor.

See next page for Warm Idle Screw adjustment.

Method A. Setting the Warm Idle Screw using BOB and DVM.

The TPS voltage can be accessed.

a. Using the Scanalyzer, or

b. Using a Digital Voltmeter (DVM) and Break-Out-Box (BOB). The DVM must be connected to Pins 30 (+) and 16 (-) on the breakout box.

NOTE

To obtain an accurate result using this method, the engine, primary case and transmission need to be at normal operating temperature prior to setting.

1. Ensure that the Cold Idle Screw has been properly set.
2. Start the engine and idle until fully warm (ISC = 0 on Scanalyzer).
3. With the engine running, unplug the wiring harness from the ISC stepper motor.
4. Shut off the engine.
5. Turn the ignition switch to ON, and toggle the engine off/run switch to RUN but do not start or crank the engine.
6. Using the Scanalyzer or DVM, set the TPS voltage to 0.60 volts.
7. Turn the ignition switch OFF.
8. Reconnect the ISC stepper motor.
9. Disconnect the negative battery cable at the terminal or remove the 5A ECM fuse for 10 seconds. This clears the ECM memory, causing it to re-learn the idle throttle position.
10. After a minimum of 10 seconds, reconnect the negative battery cable, or replace the 5A ECM fuse.
11. Turn the ignition switch to ON, toggle the engine off/run switch to RUN and wait 10 seconds. The ECM will fully retract the ISC stepper motor in order to find absolute zero and then move the stepper motor out to the cold start “ready” position.

NOTE

The above behavior is carried out only during the first system power-up (ON/RUN) after an interruption to the ECM keep-alive power has occurred as in Step 9 above

12. Start the engine and idle until warm (primary case should be fully warm).
13. Verify that ISC Steps = 0, and IDLE = YES on the Scanalyzer Tool.

NOTE

If the Warm Idle Screw is rotated counterclockwise too far and engine RPM falls below the target, DO NOT rotate the screw clockwise. Shut the engine off and repeat Steps 2-14. Typical warm idle TPS voltage is 0.42 to 0.44 volts.

14. Slowly adjust the Warm Idle Screw counterclockwise only until engine speed equals 1050 +/- 50 RPM.
15. Shut off the engine.

Method B. Setting the Warm Idle Screw to a reference engine speed (RPM) using a tachometer.

NOTE

To obtain an accurate result using this method, the engine, primary case and transmission need to be at normal operating temperature prior to setting.

1. Ensure that the Cold Idle Screw has been properly set.
2. Turn the Warm Idle Screw clockwise 1/2 to 3/4 turn.
3. If connected, disconnect the negative battery cable at the terminal or remove the 5A ECM fuse for 10 seconds. This clears the ECM memory, causing it to re-learn the idle throttle position.
4. After a minimum of 10 seconds, reconnect the negative battery cable, or replace the 5A ECM fuse.
5. Turn the ignition switch to ON, toggle the engine off/run switch to RUN and wait 10 seconds. The ECM will fully retract the ISC stepper motor in order to find absolute zero and then move the stepper motor out to the cold start “ready” position.

NOTE

The above behavior is carried out only during the first system power-up (ON/RUN) after an interruption to the ECM keep-alive power has occurred as in Step 3 above

6. Start the engine and idle until warm (primary case should be fully warm and the ISC stepper motor should be fully retracted).
7. Engine should be idling not less than 1050 RPM. If idle RPM is less than 1050, shut engine off and repeat Steps 3-6.

NOTE

If the Warm Idle Screw is rotated counterclockwise too far and engine RPM falls below the target, DO NOT rotate the screw clockwise. Shut the engine off and repeat Steps 2-7.

8. While the engine is idling, read the engine tachometer and slowly adjust the Warm Idle Screw counterclockwise until engine speed equals 1050 +/- 50 RPM.
9. Shut off the engine.

Air Cleaner Element and Cover Installation

NOTE

Crankcase ventilation is critical for proper oil system operation. If the tubes appear kinked anywhere, re-orient the tubes. If necessary, loosen the banjo bolts and reposition the tubes.

NOTE

Whenever the air cleaner cover is installed, apply Loctite 243 (blue), also available as H-D Part Number 99642-97, to the air cleaner cover screw.

1. See the Air Cleaner Service Parts illustration. Obtain the air cleaner element (4) and four buttonhead screws (9) from the kit. Secure the air filter element to the backplate. Tighten the screws to 55-60 **in-lbs** (6.2-6.8 Nm).

2. Obtain the original air cleaner cover and air cleaner cover screw saved earlier. Apply a liberal amount of Loctite 243 to the air cleaner cover screw, and secure the air cleaner cover to the air filter element. Tighten securely.

3. Start the engine and idle until warm (primary case should be fully warm).

NOTE

If the warm idle speed is too low after the air cleaner has been re-installed, repeat the entire Warm Idle Screw setting procedure, except setting the idle speed slightly higher than 1050 so that the resulting idle speed with the air cleaner in place is 1050 +/- 50 RPM.

4. Verify that the warm idle speed is correct.

⚠WARNING

After installing seat, pull upward on front of seat to be sure it is locked in position. If seat is loose, it could result in shifting during vehicle operation, loss of control of vehicle, death or serious injury.

6 Refer to the Service Manual, and follow instructions to install the seat.

Air Cleaner Maintenance

NOTE

Whenever Air Cleaner maintenance is performed, apply Loctite 243 (blue), also available as H-D Part Number 99642-97, to all fasteners (both male and female threads)

1. Remove the air-cleaner cover and inspect the element every 5,000 miles (8,000 km), or more often under dusty conditions.

2. To clean the element, remove and wash by rolling it, on edge, in a shallow pan containing enough Air Cleaner/Degreaser (H-D Part Number 99883-88T) to immerse no more than three quarters of the depth of the filter pleats. Do not allow dirty solution into the inside surface of the element.

3. Remove the element from the cleaner/degreaser and allow five minutes for the cleaner to dissolve any dirt.

4. From the inside surface of the element, rinse the element with cold water.

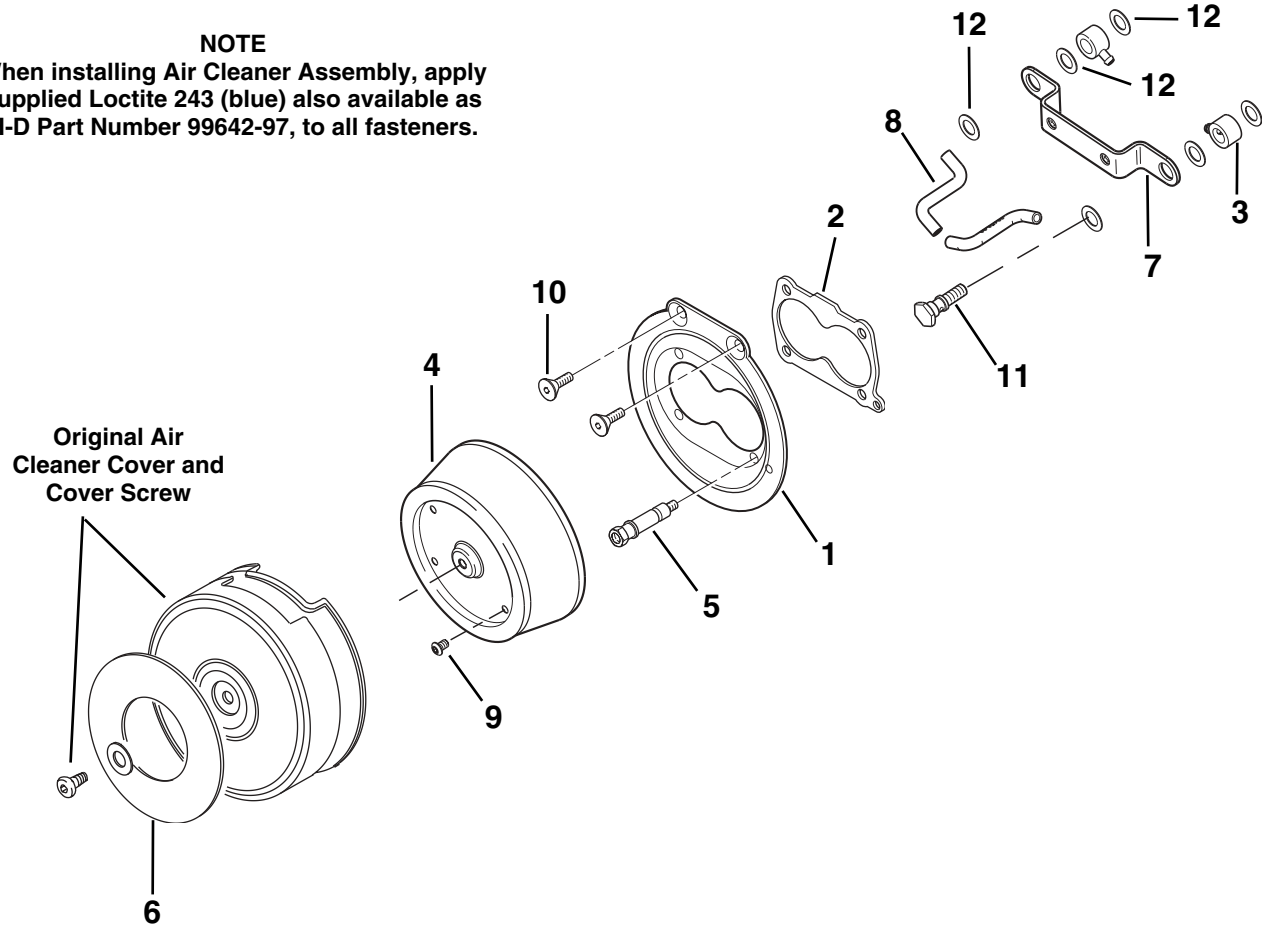
5. Shake the element and allow it to air dry. Do not dry with compressed air.

6. Oil the element using Air Cleaner Oil (H-D Part Number 99882-88T). Apply along the full length of each pleat, and allow to set until the element is a uniform color. Allow excess oil to drain.

7. Install the air cleaner element and cover.

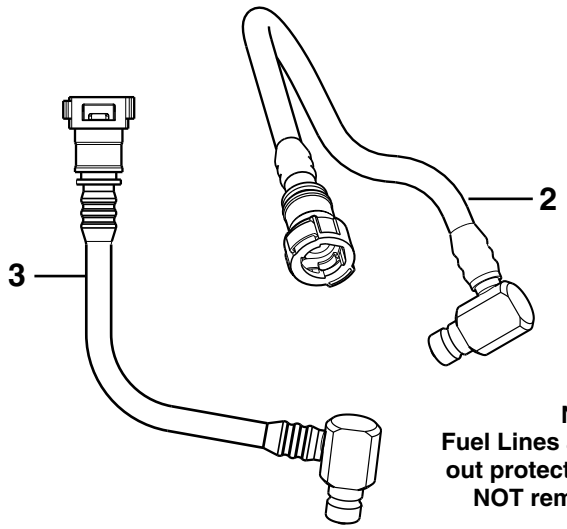
i04867a

NOTE
When installing Air Cleaner Assembly, apply supplied Loctite 243 (blue) also available as H-D Part Number 99642-97, to all fasteners.

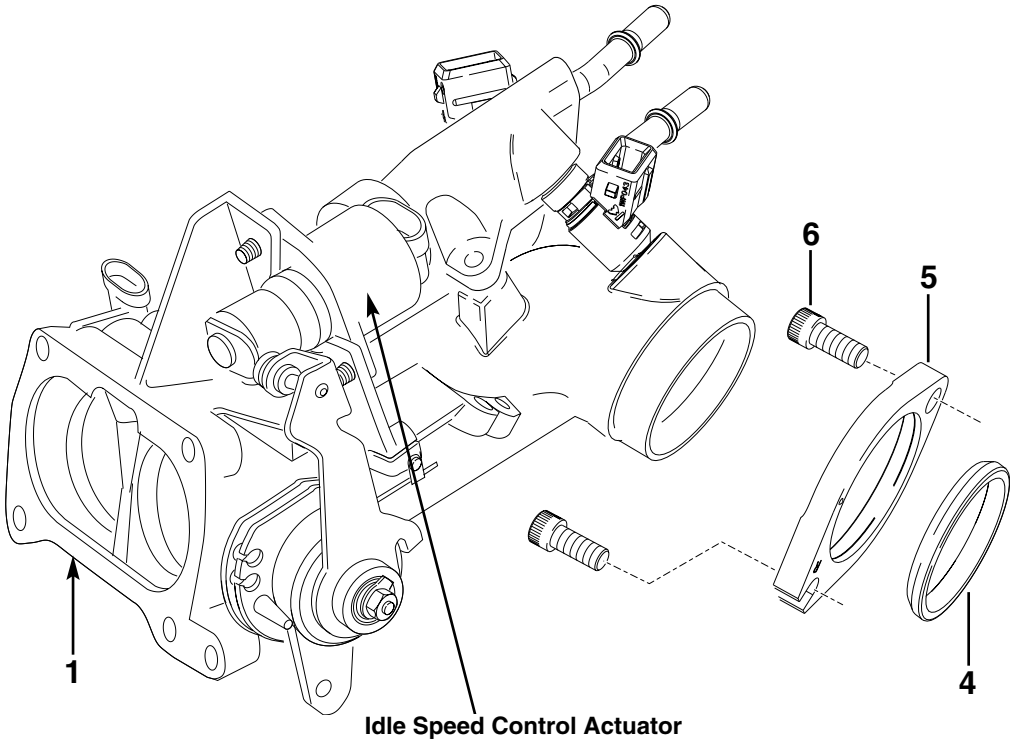


Item	Description	Part Number	Item	Description	Part Number
1	Backplate, air cleaner	27963-00	9	Screw, hex socket button hd (4)	3652
2	Gasket, backplate	3652	10	Screw, flat head Torx (2)	3793A
3	Fitting, breather hose banjo (2)	29445-02	11	Bolt, banjo (2)	45571-97A
4	Element, air filter 1340 w/EFI	29563-98A	12	Washer (6)	45596-93
5	Stud, air cleaner mounting (4)	29447-99A	13	Loctite 243 (blue), .5 ml (not shown)	not sold
6	Insert, air cleaner cover,	29448-99			
7	Bracket, backplate mounting	29452-99			
8	Tube, breather (2)	29476-99			

i04880



NOTE
Fuel Lines are shown without protective conduit. Do NOT remove conduit.



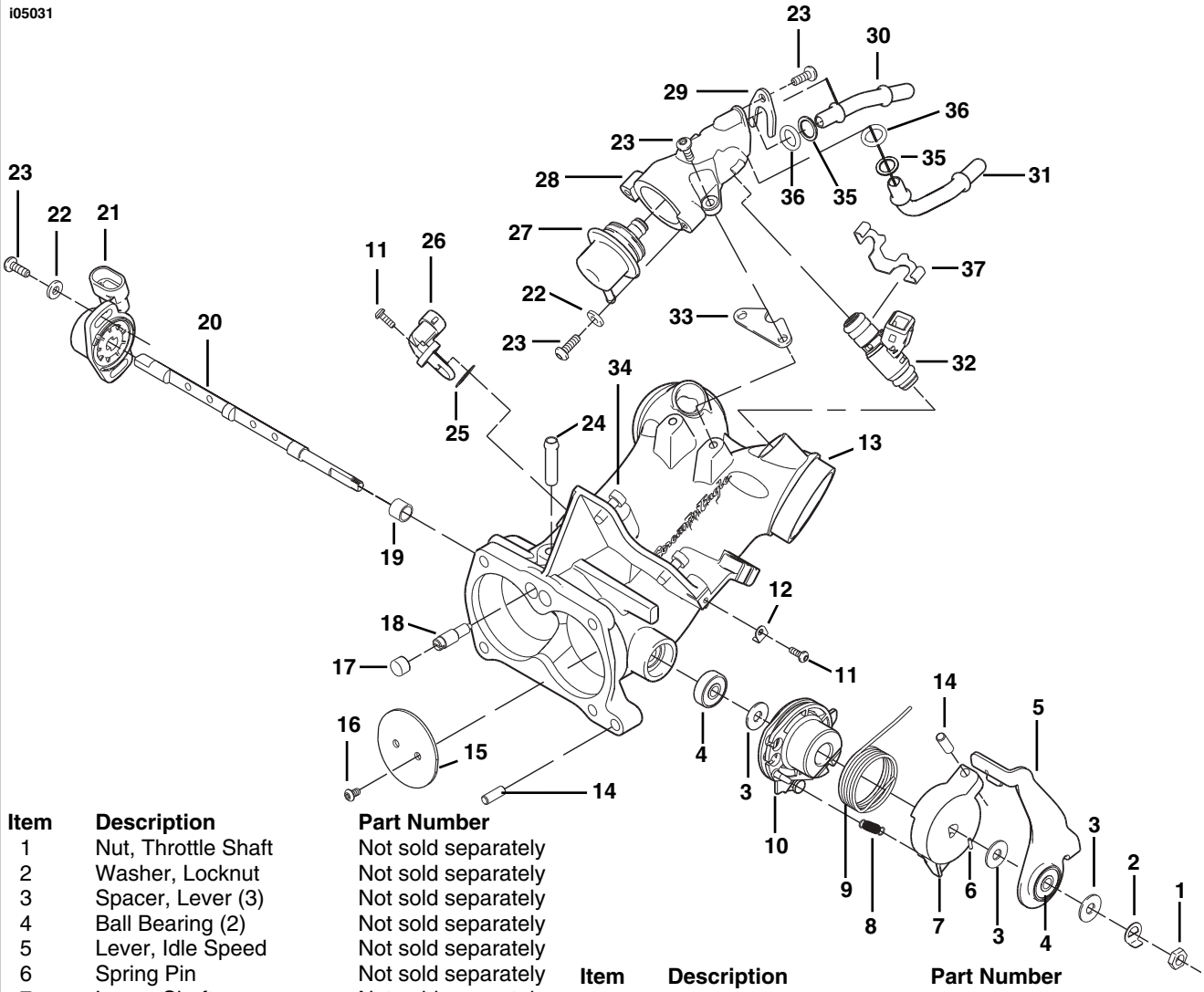
Idle Speed Control Actuator (stepper motor) Remove from Original Induction Module and Install on new Induction Module

Item	Description	Part Number
1	Assembly, perf induction module	not sold
2	Assembly, fuel line supply	27447-00
3	Assembly, fuel line return	27464-00
4	Seal, intake (2)	26995-86B
5	Flange, mount (front intake)	27009-86A
6	Screw, hex soc hd cap (4)	3275
7	Flange, mount (rear intake) (not shown)	27010-86A

Service Parts

Part Number 27941-00 Date 08/02

SE-43 Induction Module



Item	Description	Part Number
1	Nut, Throttle Shaft	Not sold separately
2	Washer, Locknut	Not sold separately
3	Spacer, Lever (3)	Not sold separately
4	Ball Bearing (2)	Not sold separately
5	Lever, Idle Speed	Not sold separately
6	Spring Pin	Not sold separately
7	Lever, Shaft	Not sold separately
8	Spring, Lever Return	Not sold separately
9	Spring, Throttle Return	Not sold separately
10	Cam Lever	Not sold separately
11	Screw, M3 x 10mm (3)	Not sold separately
12	Spring Retainer	Not sold separately
13	Throttle Body	Not sold separately
14	Screw (TRC) (2)	Not sold separately
15	Valve, Throttle (2)	Not sold separately
16	Screw, #6-32 x 1/4" (4)	Not sold separately
17	Plug (2)	Not sold separately
18	Screw, Bypass	Not sold separately
19	Bearing	Not sold separately
20	Shaft, Throttle	Not sold separately
21	TPS	Not sold separately
22	Washer (4)	Not sold separately
3	Screw, M4 x 12mm (7)	Not sold separately
24	Tube, Purge	Not sold separately
25	Gasket	Not sold separately
26	ATS	Not sold separately
27	Pressure Regulator, RPM	Not sold separately
28	Fuel Rail	Not sold separately
29	Retainer, Supply Tube	Not sold separately
30	Tube, Supply	Not sold separately
31	Tube, Return	Not sold separately

Item	Description	Part Number
32	Injector (w/o "O"-Rings)	Not sold separately
33	Retainer, Return Tube	Not sold separately
34	Screw (Taptite) (2)	Not sold separately
35	Washer (2)	Not sold separately1
36	"O"-Ring, Fuel Tube (2)	27633-01
37	Injector clip	not sold separately

See above items for components in the following kits

TPS Kit-(includes items 21, 22, 23) 27271-95

Intake ATS Kit 27270-95
includes items 11, 25, 26

Idle Speed Controller Kit 27272-95A
includes ISC (not shown) and 1, 2, 3, 4, 5, 14, 34

Cam Lever Assembly Kit 27593-98
includes items 1, 2, 3, 6, 12 and Cam Lever and Spring Assy (Part Number 27593-98-items 7, 8, 9, 10, 14)

Idle Speed Lever Assembly Kit 27595-98
includes items 1, 2, 4, 5

Injector Kit w/O-rings (item 32) 27609-01

Fuel Pressure Reg. Kit (item 27) 27219-95A

TRC Screw Kit (item 14) 27217-95A

Cap (purge tube) Plug (not shown) 90383-98

Performance Induction Module Rebuild Kit 27500-01
includes fuel pressure regulator, injector O-rings and items 22, 23, 29, 33, 35, 36